

Parking as an integrated system

Person/office should lead parking process

Differential rates for places & times
depending on desirability

Meter feeding by businesses as issue

Need to better regulate/enforce meter-feeding
Additional space in garage should be pursued

Parking should be predictable

Visitors who are unfamiliar w/town need to be
able to find parking

Use of spaces often ~~more than~~ **more than 3 hours**

Appreciation for the NoHo "pay when leave" system

Customers complain of lack of spaces — studies may say there's enough space, but not available, predictable, or easy-to-find

New downtown developments w/ lots of bedrooms but no parking could lead to crisis

Signage to "CVS" lot should be more effective

Maintainability of parking requirements can be problem

Parking should be built @ developer's expense

Parking should be required for downtown residences in the MPD

Lack of enforcement of winter parking regs.
leads to fewer spaces & driving space

Make data set on parking enforcement available
on parking website - could illuminate where lots of
volume & hence violations

~~#~~ available spaces should be demarcated w/ lines so
correct # of cars park on street

Parking part of larger discussion of what
downtown should be like, can't separate

Downtown "fall not sprawl", room to grow

Density = econ. growth

Appreciation for North parking garage

End time for paying in ea. lot should be clear
Parking permit sys. works well

Appreciation for North garage, failure of Amherst garage
because lots of \$ but few spaces

Parking garage in "CVS" lot should be pursued

Competition for HCA spaces - should think of elderly
and handicapped in parking discussion

Underground parking garages at new developments

Support for growing B&H wood ~~garage~~ garage

Looking for technological fixes to connect open
spaces to people needing spaces

Difference of free vs. pay in 2 lots behind CVS
so people choose free lot

Parking component of vibrant downtown, but stores,
places, etc. more important

Not enough spaces considering growth in # of
seats at restaurants

New development takes spaces rather than increasing

Support for growing Boltwood garage & "CVS" lot

Concern of process length - why next mtg. in Jan.?

Parking difficult for visitors to figure out

5 hr. meters not well publicized

Whatever the sys., the focus should be clarity

Redistribution of town permitting spaces

More dual use spaces: meters & permits

Parkwood more preferable for garage because already paid to make it buildable vertically

Town ctr. important as community focal pt.

Amherst receives many visitors from neighboring towns w/o town ctrs.

Parking mgt. should have more citizen input — time to revise Parking Comm.?

Finding spaces difficult for newcomers — better, clearer signage

MPO can be in conflict w/ infill development and
this should be worked on

Boothwood garage insufficient @ time built

Inexpensive parking would attract long term campus parkers

Uniqueness of downtown important especially to visitors

Making bicycling an option by improving safety for cyclists

Clearer signage re: rules of the road

Pedestrian-friendly downtown should be encouraged

Support for garage that doesn't detract from feel
of town

Impressed by car-free downtowns, ~~boulevards~~
boulevards

Support for MPD, but failed to create publicly funded parking to accompany

Density important to preserve open space

Support for improving clarity of parking signage

Parallel parking may not be best use of space, North has diagonal can narrow road & slow traffic

Safety of roads (fill potholes) to help bicyclists

Improving public transit to decrease cars

Allowing rental adjacent parcels to rent spaces

Not providing parking @ new developments decreases livability of surrounding neighborhoods

Missing aspect of MPD & waiverability of parking is that development beyond certain pt. should have to pay for parking

Comparison to North not apt because a lot more commercial space

New development could negatively impact nearby private lots

Events cause problems w/parking because locals can't get spaces: no such thing as "secret spaces"

Building up Boltwood won't add enough space

One main street in town means pedestrian ways (like Burlington) not feasible in Amherst

Using technology to help w/parking

Making private lots public